

SNOW AVALANCHE HAZARD

2. PRIVATE SECTOR DEVELOPMENT (page 181, original plan)

IT IS REQUIRED THAT POTENTIAL PRIVATE SECTOR DEVELOPMENTS/OPERATIONS ON PUBLIC LAND PROVIDE A DETAILED AVALANCHE HAZARD ANALYSIS.

A. **STUDY.** THE POTENTIAL DEVELOPER WILL HIRE A QUALIFIED AND APPROVED (BY DNR) AVALANCHE SPECIALIST TO PREPARE A DETAILED STUDY OF AVALANCHE IMPACTS AND METHODS OF MITIGATION.

B. **REQUIREMENTS.** IT IS REQUIRED THAT METHODS OF MITIGATION BE IMPLEMENTED AS A CONDITION OF DEVELOPMENT:

- . STRUCTURAL CONTROL.
- . PERIODIC CLOSURE.
- . EXPLOSIVE CONTROL (FOR SKI AREAS) -- THIS MUST BE COORDINATED WITH DOT/PF AVALANCHE CONTROL PERSONNEL.
- . OVERALL SNOW SAFETY/RESCUE PLAN.]

a. **Snow Safety Plan Required.** A snow safety plan will be required for winter commercial operations such as fly-in skiing, snowcat skiing, guided backcountry skiing/mountaineering, and ski area development. Classes and advertised events of educational institutions and non-profit groups are included in the definition of commercial. Specific requirements are delineated in the Hatcher Pass Special Use Area Document of Intent, Addendum A, November 21, 1986, and as amended.

b. **Purpose of Snow Safety Plan.** These commercial activities attract people to the area who may be unprepared for the hazardous conditions which exist. Additionally this plan has identified the hazard potential and the State should take steps to reduce its liability. Further, a snow safety plan may be a condition for private operators to obtain liability insurance.

c. **Liability Insurance and Indemnification.** Liability insurance may be required of operators. The amount will depend on the type and scale of the proposed operation. The permittee/lessee will indemnify the state from liability claims which may arise from the permittee's/lessee's operations.

d. **Commercial Operators Responsibilities.** The commercial operator will make responsible, consistent efforts to comply with provision of the safety and operations plan, to determine the extent of safety hazards and take steps to reduce these hazards. Some risk is always present in a backcountry ski operation, however, and the user must also assume a part of the risk.

e. **Avalanche Hazard Evaluation Required.** Prior to beginning operations, the commercial operator should have an avalanche hazard evaluation performed if such an evaluation is not already available from private or public sources. It is recommended that the operator use

an expert with several seasons of paid, full-time experience in one or more of these areas: hazard evaluation, mitigation and control, forecasting with snow specialist background. The study should identify the runs to be used and the degree of hazard.

Ski resort operators are required to perform an avalanche hazard evaluation and obtain approval of the safety plan prior to obtaining approval for operation. This requirement also applies to other commercial operators who propose to use areas identified as "high potential" avalanche hazard in the avalanche hazard map prepared for the draft plan.

f. **Operation and Safety Plan.** An operation and safety plan should be put into effect which delineates how the operation will proceed in low, moderate, and high avalanche hazard periods. The basic elements that should be included in the operation and safety plan are given below. Requirements may vary depending on location and degree of hazard associated with the operation:

(1) Mobilization plan in case of accident or avalanche.

(2) Radio and dispatch ability.

(3) Contacts with weather service and qualified personnel checks weather and snow conditions during operations.

(4) Guides(s) or ski safety patrollers at a minimum should have emergency trauma training as well as knowledge and training of avalanche safety precautions and rescue techniques.

(5) Identification of mitigation methods such as periodic closure of operations, structural control, explosive control (for ski areas this must be coordinated with the DOT/PF avalanche control personnel), or other appropriate measures.

(6) For noncontrolled areas in the backcountry, the operator should provide safety beacons and information on safety procedures to clients.